

What is claimed is:

1. A method for braking two wheels of a vehicle, in which the value of the brake pressure in the wheel-brake cylinder (804) allocated to the first wheel is linked with the value of the brake pressure in the wheel-brake cylinder (805) allocated to the second wheel,

wherein the linkage is given on the basis of the hydraulic pressure differentials ($\Delta p_{\text{regulate}}$, $\Delta p_{\text{control}}$) dropping at the respective intake valves (801, 803).

2. The method as recited in Claim 1,

wherein

- the desired pressure differential ($\Delta p_{\text{control}}$) dropping at the second of the two intake valves (803) is ascertained from the dropping pressure differential ($\Delta p_{\text{regulate}}$) at the first of the two intake valves (801),
- and from this, the coil current (i_{control}) needed for generating the pressure differential ($\Delta p_{\text{control}}$) at the second of the two intake valves (803) is ascertained.

3. The method as recited in Claim 2,

wherein

- the coil current (i_{regulate}) through the first of the two intake valves (801) is ascertained, and
- from this, the pressure differential ($\Delta p_{\text{regulate}}$) dropping at the first intake valve (801) is determined.

4. The method as recited in Claim 3,

wherein the pressure differential ($\Delta p_{\text{regulate}}$) dropping at the first intake valve (801) is ascertained from the coil current (i_{regulate}) by evaluating a characteristic curve.

5. The method as recited in Claim 2,

wherein the coil current (i_{control}) is ascertained from a curve characterizing the second intake valve.

6. The method as recited in Claim 5,
wherein the characteristic curve is a curve characterizing the correlation between the decreasing pressure differential ($\Delta p_{\text{control}}$) and the coil current (i_{control}).
7. The method as recited in Claim 1,
wherein the linkage indicates a maximum value (p_{diffmax}) for the difference between the pressure differentials ($\Delta p_{\text{regulate}}$, $\Delta p_{\text{control}}$) dropping at the respective intake valves.
8. The method as recited in Claim 1,
wherein the linkage indicates the difference (p_{diff}) between the pressure differentials ($\Delta p_{\text{regulate}}$, $\Delta p_{\text{control}}$) dropping at the respective intake valves.
9. The method as recited in Claim 8,
wherein the difference (p_{diff}) between the pressure differentials ($\Delta p_{\text{regulate}}$, $\Delta p_{\text{control}}$) dropping at the respective intake valves is a function of the existing driving condition and/or the time.
10. The method as recited in Claim 1,
wherein the two wheels belong to the same axle.
11. A device for braking two wheels of a vehicle,
- the device including wheel-brake cylinders allocated to the respective wheel and
- the device including intake valves allocated to the respective wheel-brake cylinder,
wherein logic means are provided which link the hydraulic pressure differentials ($\Delta p_{\text{regulate}}$, $\Delta p_{\text{control}}$) dropping at the respective intake valves.
12. The device as recited in Claim 11,
wherein the logic means are designed so that the pressure differentials ($\Delta p_{\text{regulate}}$, $\Delta p_{\text{control}}$) are linked via a linkage of the coil currents through the respective intake valves.

13. The device as recited in Claim 11,
wherein the intake valves are differential-pressure regulating valves.